

**AMENDMENTS TO THE SPECIFICATION**

On page 9 of the specification, please amend the paragraph beginning on line 9 as follows:

In an alternative embodiment of the invention, as depicted in Figures ~~3 & 4~~ to 6, the steering mechanism 10 further incorporates a biasing means comprising pneumatic pistons 40 and lugs 50. The pneumatic pistons 40 are, in turn, coupled to a pneumatic cylinder 80, which forms part of the actuating means (indicated generally by reference numeral 90 in Figure ~~5~~6). It should be noted that the actuation means 90 could alternatively be a hydraulic piston and cylinder arrangement in which pistons 40 and cylinder 80 are hydraulic, rather than pneumatic.

On page 9 of the specification, please amend the paragraph beginning on line 15 as follows:

As shown in Figure 6, a further component of the actuating means 90 in this embodiment of the invention is the revolution counter of the engine 100, which is coupled to an electrical solenoid 120 via a switch 110 that is built into the revolution counter 100, and which is activated on the watercraft speed falling below a predetermined level. The solenoid 120, when so activated, permits the opening of a valve 130 on a source of pressure- in this instance, being the pneumatic cylinder 80- which allows for the release of pressure from the pneumatic cylinder 80, causing the displacement of a pneumatic piston 40. This displacement of the pistons 40, in turn, results in a reversal of the direction of the bias of the rudder 20, as it is moved into the steering position.